

REQUEST FOR COUNCIL ACTION

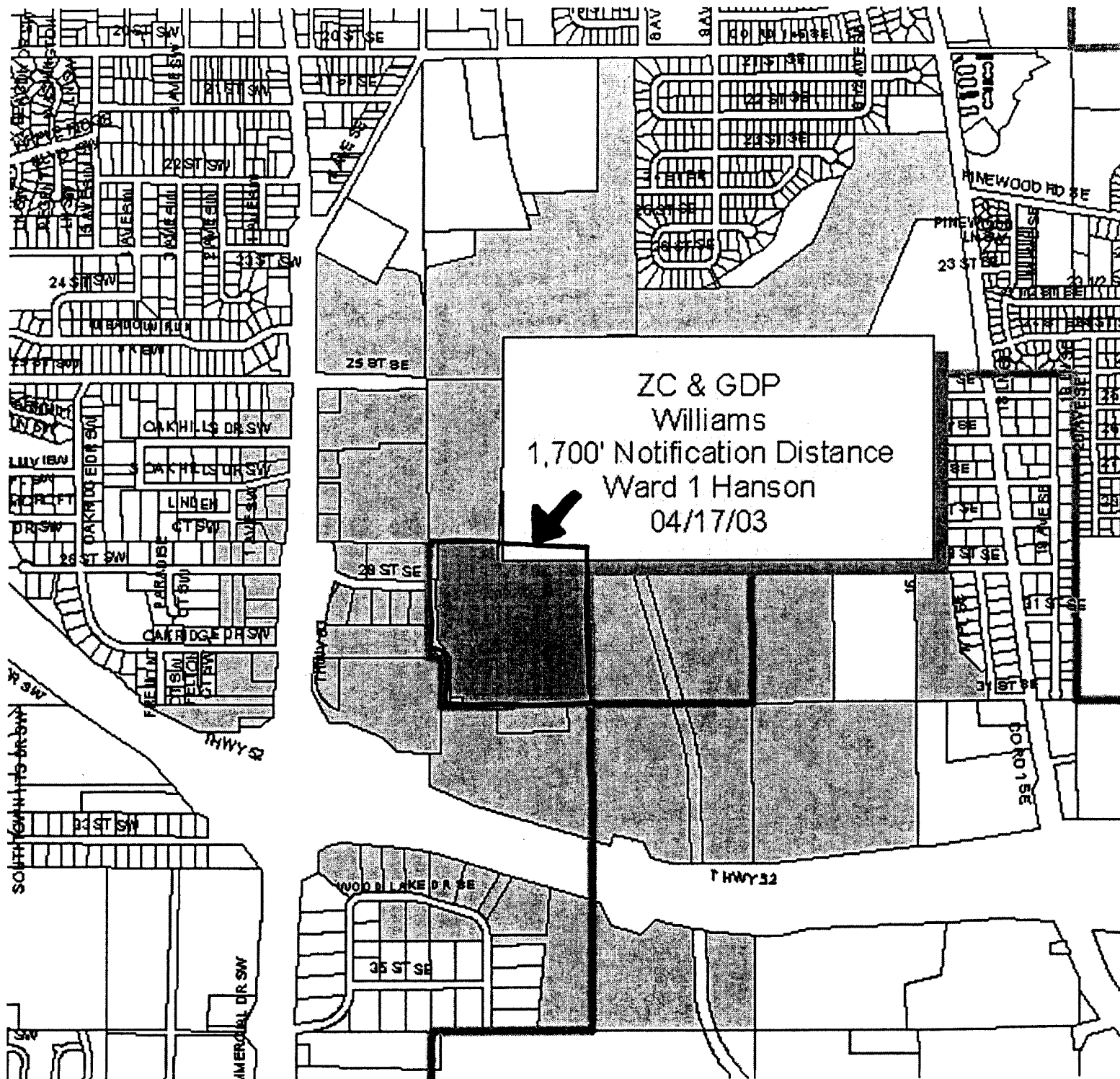
MEETING

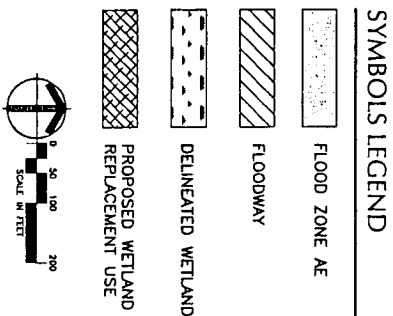
DATE: 6-16-03

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AGENDA SECTION: PUBLIC HEARINGS	ORIGINATING DEPT: PLANNING	ITEM NO. E-2
ITEM DESCRIPTION: General Development Plan #208 by the Williams Family Partnership, to be known as Williams Industrial Park. The applicant is proposing to develop approximately 38.70 acres with mixed commercial-industrial uses. A Zoning District Amendment is being considered concurrent with this application. The property is located east of the Shopko and Menards south stores and 28 th St. SE, and is north of TH 52.		PREPARED BY: Mitzi A. Baker, Senior Planner
<p>June 10, 2003</p> <p><u>City Planning and Zoning Commission Recommendation:</u></p> <p>The Planning and Zoning Commission held a public hearing on this item on May 28, 2003.</p> <p>Mr. Burke moved to recommend approval of General Development Plan #208 by the Williams Family Partnership, with the staff-recommended findings and conditions. Ms. Peterson seconded the motion. The motion carried 7-2. The commission recommended the following conditions/modifications:</p> <ol style="list-style-type: none"><i>This property shall be platted prior to development. Prior to Final Plat application, the applicant shall execute a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, right-of-way dedication, transportation improvements, access control, pedestrian facilities, extension of utilities, and contributions for public infrastructure including future off-site transportation improvements in proportion to the share of traffic contributed from this development.</i><i>Stormwater Management must be provided for this property. Any stormwater storage loss must be mitigated.</i><i>The proposed centerline radius of the 28th St./30th Ave. SE re-alignment shall be revised to accommodate a 250 foot centerline radius. This modification must be incorporated on a future Plat application.</i><i>Pedestrian facilities are required along the entire frontage of this property abutting a public road.</i><i>Utilities and infrastructure must be extended to adjacent properties.</i>		
<u>Council Action Needed:</u>		
<ol style="list-style-type: none"><i>If the Council wishes to approve the General Development Plan it should instruct the City Attorney to prepare a resolution, with findings, for Council approval.</i>		
<p><u>Distribution:</u></p> <ol style="list-style-type: none">City AdministratorCity AttorneyPlanning Department FileYaggy Colby AssociatesApplicant: This item will be considered some time after 7:00 p.m. on Monday June 16, 2003 in the Council / Board Chambers in the Government Center at 151 4th Street SE.		
COUNCIL ACTION: Motion by: _____ Second by: _____ to: _____		

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REVISED

WILLIAMS INDUSTRIAL PARK
30TH STREET SE
ROCHESTER, MN

GENERAL DEVELOPMENT PLAN



**YAGGY
COLBY
ASSOCIATES**

ENGINEERS • ARCHITECTS
SURVEYORS • PLANNERS
LANDSCAPE ARCHITECTS
217 THIRD AVENUE, SOUTH AVE.
ROCHESTER, MINNESOTA 55901
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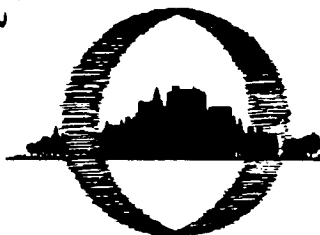
NUMBER 047

PROJECT	B237-D
NEWARK	
COMPUTER	
FILE	B237COP01 DMV
DATE	05-14-0
CLERK'S RT	M.S.F.
CHECKED BY	D.R.A.
REMARKS	
INVEST. NUMBER	

GDPI

_____ ONC _____

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COUNTY OF
Olmsted



ROCHESTER-OLMSTED

PLANNING DEPARTMENT

2122 CAMPUS DR SE

ROCHESTER MN 55904-4744

ADMINISTRATION/
PLANNING 507/285-8232

GIS/ADDRESSING/
MAPPING 507/285-8232

HOUSING/HRA 507/285-8224

BUILDING CODE 507/285-8213

WELL/SEPTIC 507/285-8345

FAX 507/287-2275

TO: City Planning and Zoning Commission

FROM: Mitzi A. Baker, Senior Planner

DATE: May 22, 2003

RE: General Development Plan #208 by the Williams Family Partnership, to be known as Williams Industrial Park. The applicant is proposing to develop approximately 38.70 acres with mixed commercial-industrial uses. A Zoning District Amendment is being considered concurrent with this application. The property is located east of the Shopko and Menards south stores and 28th St. SE, and is north of TH 52.

Planning Department Review:

Petitioner: Williams Family Partnership
41050 95th Street
Blue Earth, MN 56013

Consultant: Yaggy Colby Associates
717 Third Ave. SE
Rochester, MN 55904

Location of Property: The property is located east of the Shopko and Menards south stores and 28th St. SE and north of TH 52.

Proposed Use: The applicant is proposing to re-zone approximately 38.70 acres of land to M-1 (Mixed Commercial-Industrial). The General Development Plan (GDP) proposes re-alignment of 30th Street with four lots for development on the east side and one lot on the west for expansion of Menards.

Land Use Plan: The Rochester Urban Service Area Land Use Plan designates this property as "flood prone", and also as "industrial" and "commercial". The Neighborhood Analysis for this area, as included in Chapter 4 of the Rochester Urban Service Area Land Use Plan, recognizes limitations of properties designated "flood prone". The Plan states,



"If by reason of the implementation of flood control it is determined that flood fringe areas on downstream flooding is eliminated, the flood fringe areas designated "flood prone" on Map IV 34 would change in designation to those uses shown on Map IV 35. Essentially, if flood control is implemented on this site, the "flood prone" designation is eliminated and the "commercial" and "industrial" designations apply. Development in the M-1 district would be consistent with the Plan designation for this property, subject to applying flood control measures.

Zoning: The property is currently zoned H-Holding, the applicant is proposing to re-zone this property to M-1 (Mixed Commercial-Industrial).

Sidewalks: Pedestrian facilities will be required along the entire frontage of the property abutting a public road.

Drainage: The GDP report suggests there may be on-site detention within the east ½ of the site.

Approved detailed grading and drainage plans will be required when the property is platted or developed.

Transportation Access: Access to this site would be from 28th Street SE and 30th St. SE, east of TH 63. No new public roadways are being proposed with this GDP.

Wetlands: Delineated Wetlands are present on the property. The narrative report submitted with this application and the GDP map identify an intent to construct replacement wetlands within the eastern ½ of the development.

The property is currently undeveloped and most is in the 100-year floodplain/Flood Prone District.

Referral Comments:

1. Charles Reiter, Planning Department Transportation Division
2. Rochester Public Works
3. Planning Department Wetlands LGU
4. Rochester Fire Department
5. RPU Water
6. Planning Department GIS Addressing Staff

Report Attachments:

1. Copy of General Development Plan
2. Proposed General Development Plan Narrative
3. Referral Comments

Staff Suggested Findings and Recommendation:

Paragraph 61.215 of the Rochester Zoning Ordinance and Land Development Manual lists the Criteria for approval of a general development plan (see attached section from the newly adopted regulations, which became effective May 15, 1999.



- Criteria A. The proposed land uses are generally in accord with the adopted Comprehensive Plan and zoning map, or that the means for reconciling any differences have been addressed. A GDP may be processed simultaneously with a rezoning or plan amendment request.

The property was zoned H-Holding upon annexation to the City because the Rochester Urban Service Area Land Use Plan designates this area as "industrial" and "flood prone". A Zoning District Amendment is being considered concurrent with this General Development Plan application, to zone the property M-1 (Mixed Commercial-Industrial).

The Neighborhood Analysis for this area, as included in Chapter 4 of the Rochester Urban Service Area Land Use Plan, recognizes limitations of properties designated "flood prone". The Plan states, "If by reason of the implementation of flood control it is determined that flood fringe areas on downstream flooding is eliminated, the flood fringe areas designated "flood prone" on Map IV 34 would change in designation to those uses shown on Map IV 35. Essentially, if flood control is implemented on this site, the "flood prone" designation is eliminated and the "commercial" and "industrial" designations apply. Development in the M-1 district would be consistent with the Plan designation for this property, subject to applying flood control measures.

- Criteria B. The proposed development, including its lot sizes, density, access and circulation are compatible with the existing and/or permissible future use of adjacent property.

The General Development Plan (GDP) proposes re-alignment of 30th Street with four lots for development on the east side and one lot on the west for expansion of Menards. Proposed land uses would be appropriate on the subject property and compatible with adjacent properties and the neighborhood.

- Criteria C. The mix of housing is consistent with adopted Land Use and Housing Plans.

This proposal is for mixed commercial-industrial uses and does not include a residential component.

- Criteria D. The proposed plan makes provisions for planned capital improvements and streets reflected in the City of Rochester's current 6-Year Capital Improvement Program, adopted Thoroughfare Plan, the ROCOG Long-Range Transportation Plan, Official Maps, and any other public facilities plans adopted by the City. Street system improvements required to accommodate proposed land uses and projected background traffic are compatible with the existing uses and uses shown in the adopted Land Use Plan for the subject and adjacent properties.

The attached Review of Traffic Impact Analysis from Charles Reiter dated May 19, 2003 is incorporated herein.

- ***The proposed development will generate additional traffic on 28th St that will impact the intersection of South Broadway and the East Frontage Road along 28th St.***
- ***While the impact of the development traffic itself is minor, the combined impact of additional development traffic on 28th St along with expected***

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traffic growth on South Broadway will in all likelihood lead to significant congestion and queuing problems at the intersection of South Broadway and 28th St

- ***To address this increase in congestion, options in addition to the do-nothing alternative may include construction of additional lanes or installation of an interconnected signal system to manage the traffic flow at both affected intersections***
- ***To the extent that the Williams property will contribute traffic to this intersection, there is justification for a contribution on the part of the developer towards the cost of future improvements at the intersection, in proportion to the share traffic contributed to the intersection. Language should be considered for inclusion in the development agreement addressing the proportionate share contribution to future improvements.***

Criteria E. On and off-site public facilities are adequate, or will be adequate if the development is phased in, to serve the properties under consideration and will provide access to adjoining land in a manner that will allow development of those adjoining lands in accord with this ordinance.

1. Street system adequacy shall be based on the street system's ability to safely accommodate trips from existing and planned land uses on the existing and proposed street system without creating safety hazards, generating auto stacking that blocks driveways or intersections, or disrupting traffic flow on any street, as identified in the traffic impact report, if required by Section 61.523(C). Capacity from improvements in the first 3 years of the 6-year CIP shall be included in the assessment of adequacy.

The attached Review of Traffic Impact Analysis from Charles Reiter dated May 19, 2003 is incorporated herein.

- ***The proposed development will generate additional traffic on 28th St that will impact the intersection of South Broadway and the East Frontage Road along 28th St.***
- ***While the impact of the development traffic itself is minor, the combined impact of additional development traffic on 28th St along with expected traffic growth on South Broadway will in all likelihood lead to significant congestion and queuing problems at the intersection of South Broadway and 28th St***
- ***To address this increase in congestion, options in addition to the do-nothing alternative may include construction of additional lanes or installation of an interconnected signal system to manage the traffic flow at both affected intersections***
- ***To the extent that the Williams property will contribute traffic to this intersection, there is justification for a contribution on the part of the developer towards the cost of future improvements at the intersection, in proportion to the share traffic contributed to the intersection. Language should be considered for inclusion in the development agreement addressing the proportionate share contribution to future improvements.***

2. Utilities are now available to directly serve the area of the proposed land use, or that the City of Rochester is planning for the extension of utilities

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to serve the area of the proposed development and such utilities are in the first three years of the City's current 6-Year Capital Improvements Program, or that other arrangements (contractual, development agreement, performance bond, etc.) have been made to ensure that adequate utilities will be available concurrently with development. If needed utilities will not be available concurrent with the proposed development, the applicant for the development approval shall stipulate to a condition that no development will occur and no further development permit will be issued until concurrency has been evidenced.

Dedication of a 50 wide public utility easement will be required for maintenance and future replacement of the existing trunkline sanitary sewer. Additional easements may be needed to accommodate other utilities/utility extension.

3. The adequacy of other public facilities shall be based on the level of service standards in Section 64.130 and the proposed phasing plan for development.

No additional comments.

- Criteria F. The drainage, erosion, and construction in the area can be handled through normal engineering and construction practices, or that, at the time of land subdivision, a more detailed investigation of these matters will be provided to solve unusual problems that have been identified.

The GDP report suggests there may be on-site detention within the east ½ of the site. Fill and development of the property will require Conditional Use Permits since the property is in the Flood Prone district. Loss of flood storage capacity will need to be compensated for on-site. Additionally, stormwater management must be provided for this development.

Approved detailed grading and drainage plans will be required when the property is platted or developed.

- Criteria G. The lot, block, and street layout for all development and the lot density for residential development are consistent with the subdivision design standards contained in Section 64.100 and compatible with existing and planned development of adjacent parcels.

The applicant is proposing to re-zone approximately 38.70 acres of land to M-1 (Mixed Commercial-Industrial). The General Development Plan (GDP) proposes re-alignment of 30th Street with four lots for development on the east side and one lot on the west, for expansion of Menards. Proposed land uses would be appropriate on the subject property and compatible with adjacent properties and the neighborhood.

Summary & Recommendation:

At this time, a petition to re-zone this property to the M-1 District is being considered. If the Zone Change is approved, staff would suggest approval of this GDP subject to the following conditions or modifications:

1. *This property shall be platted prior to development. Prior to Final Plat application, the applicant shall execute a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, right-of-way dedication, transportation improvements, access control, pedestrian facilities, extension of utilities, and contributions for public infrastructure including future off-site transportation improvements in proportion to the share of traffic contributed from this development.*
2. *Stormwater Management must be provided for this property. Any stormwater storage loss must be mitigated.*
3. *The proposed centerline radius of the 28th St./30th Ave. SE re-alignment shall be revised to accommodate a 250 foot centerline radius. This modification must be incorporated on a future Plat application.*
4. *Pedestrian facilities are required along the entire frontage of this property abutting a public road.*
5. *Utilities and infrastructure must be extended to adjacent properties.*

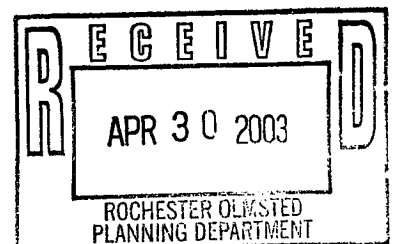
NOTE: Conditional Use Permits will be required for fill/development in the Flood Prone District prior to development. Loss of flood storage capacity will need to be mitigated.

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SUPPLEMENTAL INFORMATION FOR WILLIAMS INDUSTRIAL PARK GENERAL DEVELOPMENT APPLICATION.

A summary of information requested in Appendix B Para. E) 3 of the City of Rochester Land Development Manual is provide below:

- a) The Olmsted County Soils Survey indicates soils across the site are Littleton Silt Loam (477A). The surface soils are black to dark brown silt loam to a depth of about 28 inches. These soils are typically wet and poorly drained. The seasonal high water table is at a depth of 1 to 3 feet. Site grading will be required to construct building pads above the 100-year flood plain at elevation 1032.0. A application for a conditional use permit will be made to fill in the flood prone areas. Excavation will be made on the property to the east of the proposed commercial/industrial lots to create storage lost as result of filling in the flood prone areas. The intent will be to create stormwater detention and wetlands on the balance of the property.
- b) Storm drainage will flow easterly to a detention pond and then to the constructed wetlands.
- c) None
- d) Existing sanitary sewer and watermain are located in the Street bordering the west property line.
- e) No erosion problems are anticipated due to the very flat lay of the land.
- f) 30th Street SE will be reconstructed to accommodate the Menards expansion in 2003. The grading of the industrial lots may not occur until a sale of the wetlands or sale of the commercial land is made.



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MEMORANDUM

TO: City Planning & Zoning Commission

FROM: Charles Reiter
Senior Transportation Planner

DATE: July 2, 2002

RE: Review of Traffic Impact Analysis for Williams Industrial Park

Summary of Background Information:

- The proposed development includes four developable lots proposed for Mixed Industrial / Commercial Zoning located east of Shopko South and Menards South. There is approximately 12.9 acres of land included in the four lots
- The proposal was analyzed for traffic purposes as an industrial park with a nominal Floor Area Ratio (FAR) of 0.175. At this FAR there would be approximately 100,000 square feet of non-storage floor area in the development.
- The PM Peak Hour trip generation for the four lots as an Industrial Park is estimated to be 91 trips, with 72 outbound trips and 19 inbound trips in the PM peak hour
- Existing traffic at the intersection of TH 63 and 28th St and at 28th St and East Frontage Rd is illustrated in the following graphics:

TH 63 and 28th St - PM Peak Hour

35			1208			182								
SB Right			SB Thru			SB Left								
			↑											
28			EB Left			WB Right			111					
5			EB Thru			NORTH			WB Thru			9		
41			EB Right						WB Left			328		
			NB Left			NB Thru			NB Right					
			47			905			195					

28th St and East Frontage Rd - PM Peak Hour

1 0 6		
SB Right	SB Thru	SB Left
20	↑ <i>NORTH</i>	WB Right
145		WB Thru
279		WB Left
NB Left NB Thru NB Right		
286 1 6		

- Recorded average daily traffic volumes on South Broadway on 2002 were 23,300. The projected 20 Year rate of traffic growth is approximately 3.2% per year on TH 63, resulting in a projected 2025 volume of approximately 46,000 vehicles per day.

Review of the Key Traffic Issues

- The following traffic issues were analyzed as part of this analysis:
 - Level of Service (LOS)¹ at the intersection of 28th St with South Broadway and at the East Frontage Road with development and background traffic growth
 - The impact of the proposed development traffic on westbound queues along 28th St between the intersection of South Broadway and the East Frontage Road
- The development was found to have only minor impact on the Level of Service at the East Frontage Road and 28th St. Current LOS for this intersection is B with an average

¹ See Attachment 1 for a description of Level of Service

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delay of 13.6 seconds per vehicle; with development the LOS will remain a B with average delay of 14.3 seconds per vehicle. This meets the standards of the Land Development Manual

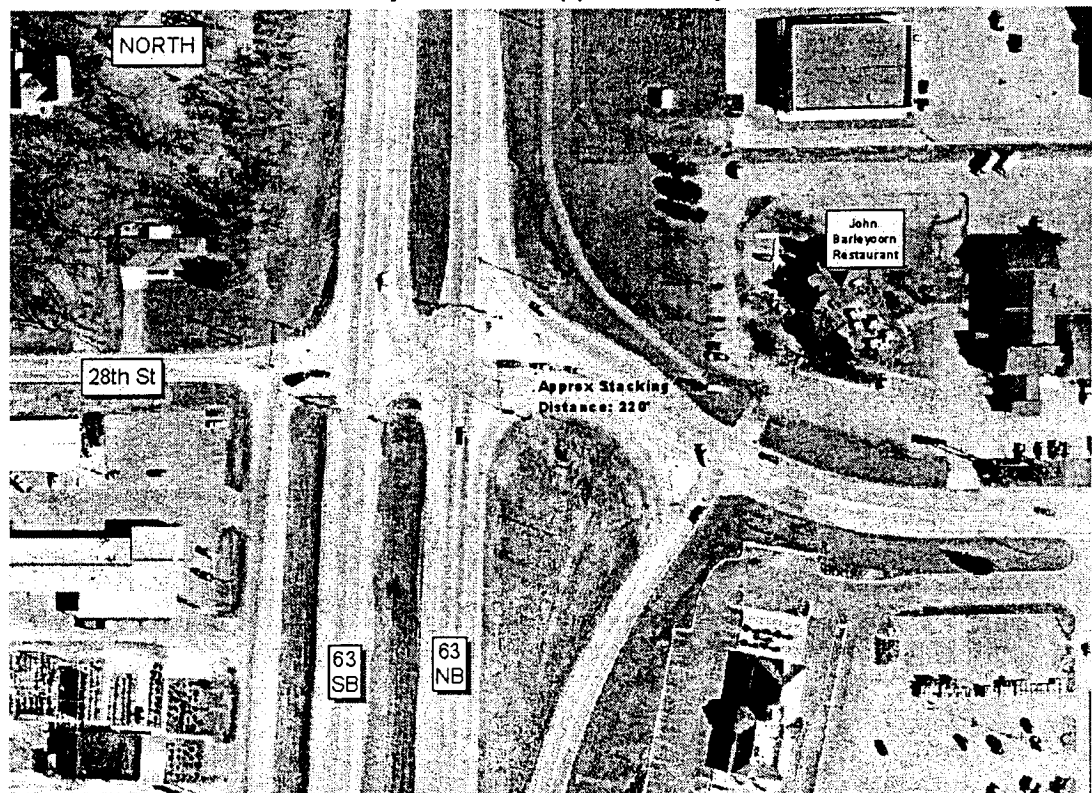
- The development was found to be a minor contributor to what is likely to be a continued degradation in Level of Service at the intersection of South Broadway and 28th St. The intersection currently operates at LOS D, with an average delay of 41 seconds per vehicle. The target established in the Land Development for major street intersections is for Level of Service to be at or near the boundary between LOS C and D, which is an average of 35 seconds of delay per vehicle.

Where an intersection is already below the LOS standard, development traffic cannot cause the level of service to degrade to the next lower level. In this case, the addition of the development traffic by itself will cause only a minor increase in delay per vehicle, to an average of 43 seconds per vehicle.

The bigger impact to intersection operation will be created by the growth in through traffic on South Broadway. With no changes in the number of through lanes or signal timing the level of service is expected to drop to LOS F over time. Over the course of a 8-12 year time period I would expect that the Level of Service could be maintained at an acceptable level through changes in the signal timing at the intersection. Over the longer term, if a projected 2025 volume of 46,000 vehicles per day is realized, there will be a need to consider expanding the corridor to accommodate 6 lanes for through traffic in the future.

- Of more immediate concern along 28th St is the impact of both additional development traffic and through traffic growth on TH 63 to the stacking of vehicles on the westbound approach to the intersection at South Broadway. There is approximately 200 feet of stacking space currently, enough for approximately 8 vehicles.

The traffic analysis identified the average length of the westbound left turn queue currently to be 7.4 vehicles. The addition of traffic from the Williams will cause this average queue to lengthen to 9.3 vehicles, or slightly greater



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than the available storage space. The worst case queue, known as the 95th percentile queue (which effectively means a queue that can be expected about once during the peak hour) is currently 13.6 vehicles and would lengthen to 16.3 vehicles with the development. The presence of queues that are greater than the available stacking space result in vehicles queuing beyond the four-way stop at the intersection of 28th St and the East Frontage Road, either east on 28th St or south on the Frontage Road, until the signal on South Broadway releases the westbound traffic flow.

I would expect that as the north-south traffic on South Broadway continues to grow the queuing problems will become more pronounced and noticeable as more time in the signal cycle needs to be devoted to moving the north-south traffic on Broadway. Depending on how motorists tolerate the delay at the East Frontage Road and 28th St intersection, there may or may not be changes needed at this intersection. My sense would be that as queues grow longer at both intersections, alternative solutions may need to be evaluated. This could involve geometric changes, such as constructing additional lanes on 28th St, or a move to a signalization system similar to that found at Hy-Vee South on 12th St SW, where there are two signals integrally linked, one on the main highway which is interconnected with the signal providing local street access.

Summary

- The proposed development will generate additional traffic on 28th St that will impact the intersection of South Broadway and the East Frontage Road along 28th St.
- While the impact of the development traffic itself is minor, the combined impact of additional development traffic on 28th St along with expected traffic growth on South Broadway will in all likelihood lead to significant congestion and queuing problems at the intersection of South Broadway and 28th St
- To address this increase in congestion, options in addition to the do-nothing alternative may include construction of additional lanes or installation of an interconnected signal system to manage the traffic flow at both affected intersections
- To the extent that the Williams property will contribute traffic to this intersection, there is justification for a contribution on the part of the developer towards the cost of future improvements at the intersection, in proportion to the share traffic contributed to the intersection. Language should be considered for inclusion in the development agreement addressing the proportionate share contribution to future improvements.

TABLE 3

LEVEL OF SERVICE DESCRIPTION

SIGNALIZED INTERSECTION		LEVEL OF SERVICE DESIGNATION	UNSIGNALIZED INTERSECTION	
QUALITATIVE DESCRIPTION	AVERAGE STOPPED DELAY PER VEHICLE (SECONDS)		RESERVE CAPACITY (PCPH)	IMPACT ON MINOR STREET TRAFFIC
<ul style="list-style-type: none"> - Good progression with condition of free flow accompanied by low volumes and high speeds. - Major movements have low percentage of stops. - Waiting vehicles will clear on one green phase. 	< 5.1	A	> 400	Little or no delay
<ul style="list-style-type: none"> - Good progression with traffic moving fairly free, but operating speeds are beginning to be restricted somewhat by traffic. - More vehicle stops will be required than L.O.S.-A. - Waiting vehicles still will probably clear on one green phase. 	5.1 - 15.0	B	300 - 399	Short traffic delays
<ul style="list-style-type: none"> - Fair progression with traffic moving smoothly. - The number of vehicles stopping is significant at this level, although many still pass through without stopping. - Individual cycle failures (waiting for more than one green) may begin to appear. 	15.1 - 25.0	C	200 - 299	Average traffic delays
<ul style="list-style-type: none"> - Acceptable intersection operation during peak hours. - Congestion becomes noticeable, and traffic is approaching unstable flow with high V/C ratios. - Drivers have little freedom to maneuver. - Many vehicles stop and proportion of vehicles not stopping declines. Individual cycle failures are noticeable. 	25.1 - 40.0	D	100 - 199	Long traffic delays
<ul style="list-style-type: none"> - Poor progression, high volumes, long queues. - At or beyond limit of acceptable delay. - Volumes are at, or near, capacity. - Individual cycle failures are frequent. 	40.1 - 60.0	E	0 - 99	Very long traffic delays
<ul style="list-style-type: none"> - Forced flow operation at low speeds where volumes are over capacity. - Unacceptable to drivers with all vehicles stopping. - Cycle failures are maximized. 	> 60.0	F	—	Volumes exceed capacity of each lane. Extreme delays with queuing causes congestion affecting all movements in the intersection
V/C = Volume to Capacity				

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ROCHESTER

— Minnesota —

TO: Consolidated Planning Department
2122 Campus Drive SE
Rochester, MN 55904

DEPARTMENT OF PUBLIC
WORKS
201 4th Street SE Room 108
Rochester, MN 55904-3740
507-287-7800
FAX – 507-281-6216

FROM: Mark E. Baker

DATE: 5/22/03

The Department of Public Works has reviewed the application for General Development Plan #208, for the proposed Williams Industrial Park development. The following are Public Works comments on the revised plan dated 5/14/03. No comments were previously sent by Public Works on the original GDP plan submittal:

1. Prior to Final Plat submittal, and/or development of this Property, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, right-of-way dedication, transportation improvements, access control, pedestrian facilities, extension of utilities, and contributions for public infrastructure.
2. The proposed centerline radius of the 28th St SE realignment does not meet the radius previously discussed with the applicant's consulting engineer (Yaggy Colby). The GDP plan should be revised to accommodate a 250 ft centerline radius.
3. Dedication of a 50 foot wide public utility easement is required for maintenance and future replacement of the existing trunkline sanitary sewer. The easement area shall not contain wetlands that would need to be mitigated by the City to perform utility work within the required easement area.
4. Grading & Drainage Plan approval is required prior to development of this Property. Any stormwater storage loss must be mitigated.
5. Pedestrian facilities will be required along the entire frontage of the Property abutting a public road.

Charges/fees applicable to the development of this property will be addressed in the Development Agreement and will include (rates below are current through 7/31/03):

- ❖ Sewer Availability Charge (SAC) @ \$1790.25 per developable acre.
- ❖ Water Availability Charge (WAC) @ \$1790.25 per developable acre.
- ❖ Sanitary Sewer Connection Charge @ \$45.07 per foot of frontage.
- ❖ Watermain Connection Charge @ \$40.19 per foot of frontage.
- ❖ Transportation Improvement District (TID) - TBD
- ❖ Storm Water Management - TBD

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WETLAND COMMENTS FOR DEVELOPMENT APPLICATIONS

Application Number: Zoning district amendment #03-10 and GDP #208 by the Williams Family Partnership

- ☐ No hydric soils exist on the site based on the Soil Survey
- ☐ Hydric soils exist on the site according to the Soil Survey. The property owner is responsible for identifying wetlands on the property and submitting the information as part of this application.
- ☐ A wetland delineation has been carried out for the property and is on file with the Planning Department.
- ☐ A wetland delineation is on file with the Planning Department and a No-Loss, Exemption, or Replacement Plan has been submitted to the Planning Department.
- ☐ A wetland related application has been approved by the City. This plan incorporates the approved wetland plan.
- ☐ No hydric soils exist on the property based on the Soil Survey. However, due to the location in the landscape, the property owner should examine the site for wetlands. The property owner is responsible for identifying wetlands.
- ☒ Other or Explanation:

**The MNDOT has completed a wetland delineation for this property.
Wetlands are present on the property. The property owner will be responsible for obtaining the necessary wetland permit.**



The hand to reach for...
DAVID A. KAPLER
Fire Chief

DATE: May 5, 2003

TO: Jennifer Garness, Planning

FROM: R. Vance Swisher, Fire Protection Specialist

SUBJ: General Development Plan 208 by Williams Family Partnership, to be known as Williams Industrial Park. The applicant is proposing to develop approximately 38.70 acres with mixed commercial-industrial uses.

With regard to the above noted project plan, the fire department has the following requirements:

1. An adequate water supply shall be provided for fire protection including hydrants properly located and installed in accordance with the specifications of the Water Division. Hydrants shall be in place prior to commencing building construction.
2. Streets and roadways shall be as provided in accordance with the fire code, RCO 31 and the Zoning Ordinance and Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.
3. All street, directional and fire lane signs must be in place prior to occupancy of any buildings.
4. All buildings are required to display the proper street address number on the building front, which is plainly visible and legible from the street fronting the property. Number size must be a minimum 4" high on contrasting background when located on the building and 3" high if located on a rural mail box at the public road fronting the property. Reflective numbers are recommended.

c: Donn Richardson, RPU, Water Division
Willimas Family Partnership – 41050 95th Street – Blue Earth, MN 56013
Yaggy Colby Associates – 717 Third Ave SE – Rochester, MN 55904

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May 9, 2003

Rochester-Olmsted
CONSOLIDATED PLANNING DEPARTMENT
2122 Campus Drive SE
Rochester, MN 55904-7996

REFERENCE: Type III, Phase III, General Development Plan #208 by the Williams Family Partnership to be known as Williams Industrial Park.

Dear Ms. Garness:

Our review of the referenced general development plan is complete and our comments follow:

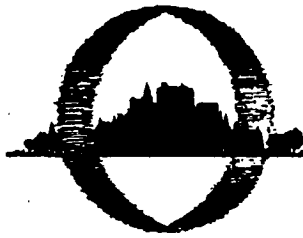
1. The property may be subject to the water availability fee, connection fees or assessments. The Land Development Manager (507-281-6198) at the Public Works Department determines the applicability of these fees.
2. This property is within the Main Level Water System Area, which is available along the west side of this property.
3. Static water pressures within this area will range from the upper 50's to mid 60's PSI.
4. The water mains must be extended to adjacent properties per our requirements.
5. We will work with the applicant's engineering firm to develop the necessary water system layout to serve this area.

Please contact us at 507-280-1600 if you have questions.

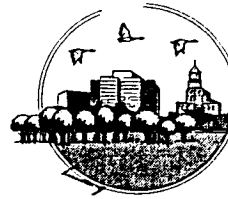
Very truly yours,

Donn Richardson
Water

C: Doug Rovang, RPU
Mike Engle, RPU
Mark Baker, City Public Works
Vance Swisher, Fire Prevention
Gale Mount, Building & Safety
Williams Family Partnership
Yaggy Colby Associates



COUNTY OF
Olmsted



Rochester-Olmsted Planning Department
GIS/Addressing Division
2122 Campus Drive SE
Rochester, MN 55904-4744
Phone: (507) 285-8232
Fax: (507) 287-2275

GENERAL DEVELOPMENT PLAN

REFERRAL RESPONSE

DATE: May 10, 2003

TO: Mitzi Baker

FROM: Randy Growden
GIS/Addressing Staff
Rochester-Olmsted County
Planning Department

CC: Jennifer Garness

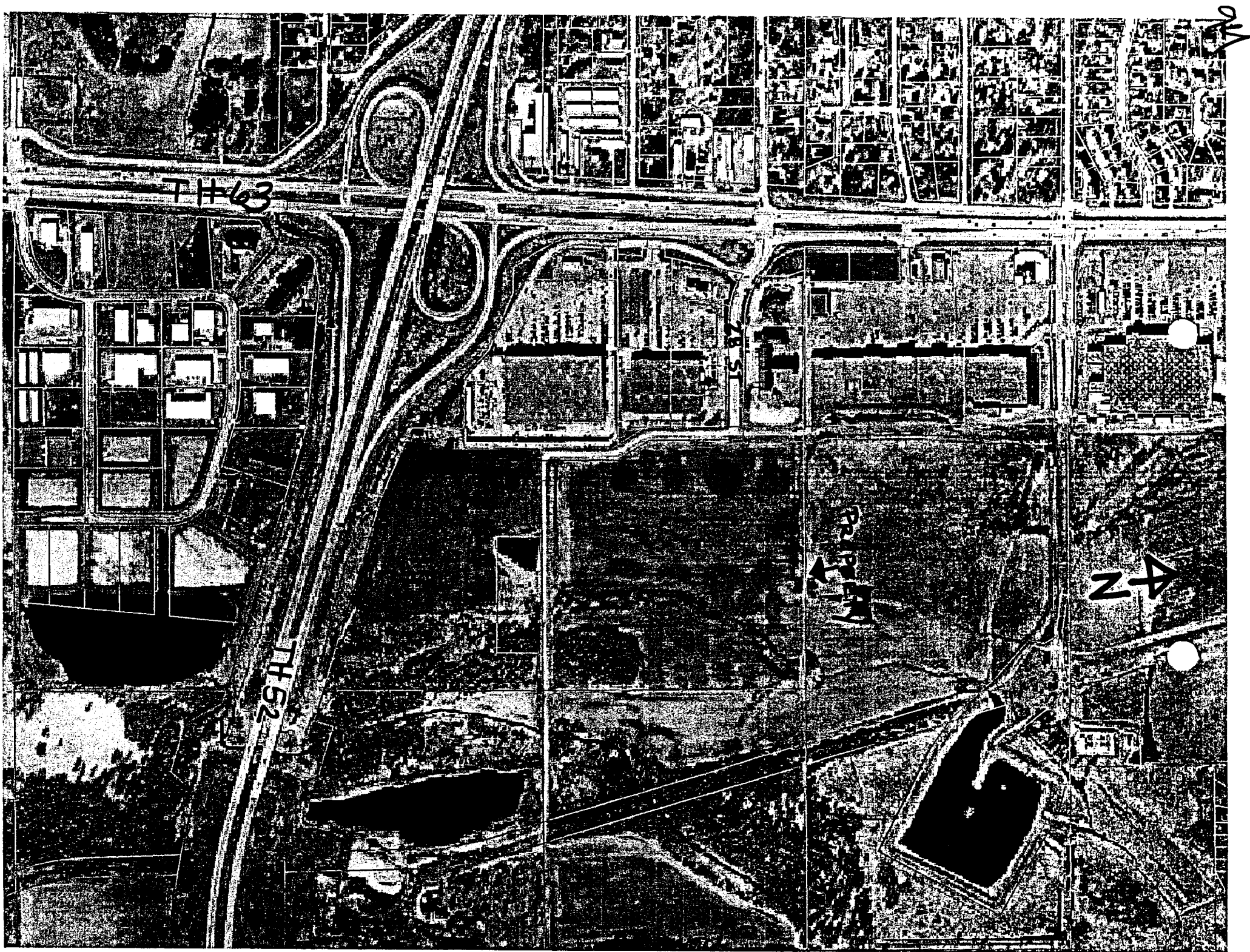
RE: WILLIAMS INDUSTRIAL PARK

GENERAL DEVELOPMENT PLAN # 208

A review of the **GDP** has turned up the following **ROADWAY** or **ADDRESS** related issues:

1. The roadway with a north / south alignment will need to be given a designation.

RECOMMENDATION: Designation for the roadway connecting 28 Street SE and 30 Street SE should be **3 AVENUE SE**.



95'

in the City's Storm Water Management Plan (SWMP), as specified in the Development Agreement.

3. Prior to issuance of a zoning certificate and construction of structures, construction plans for public infrastructure (i.e. watermain) must be approved by the City, additional easements must be provided for public utilities, and grading and drainage plans must be approved.
4. Construction of a 5 foot wide concrete sidewalk is required along the entire frontage of 41st St. NW, concurrent with development of this parcel.
5. The applicant will need to obtain a Revocable Permit from the City, if the proposed pylon sign will be located in a drainage or utility easement.

Mr. Staver asked if condition #1 would be stricken.

Mr. Svenby replied that it would remain in the staff report until the applicant submits new plans. Then it would be removed before going to the City Council.

Mr. Quinn passed the gavel to Ms. Wiesner.

Zoning District Amendment #03-10 by the Williams Family Partnership. The applicant is proposing to zone approximately 38.70 acres of land M-1 (Mixed Commercial-Industrial). The property is located east of the Shopko and Menards south stores and 28th St. SE and is of TH 52. A General Development Plan is being considered concurrent with this application.

AND

General Development Plan #208 by the Williams Family Partnership, to be known as Williams Industrial Park. The applicant is proposing to develop approximately 38.70 acres with mixed commercial-industrial uses. A Zoning District Amendment is being considered concurrent with this application. The property is located east of the Shopko and Menards south stores and 28th St. SE, and is north of TH 52.

Mr. Brent Svenby presented the staff reports, dated May 22, 2003, to the Commission. The staff reports are on file at the Rochester-Olmsted Planning Department.

The applicant's representative, Mr. Dale Allen, of Yaggy Colby Associates (717 Third Avenue SE, Rochester MN), addressed the Commission. He stated that, at the time of final platting, the road on the east side of Menards would be reconstructed as it is presently. The same section would have curb and gutter until the property is developed on the east side.

Ms. Wiesner asked, if the wording would be left as it is presently stated, then would he and Mr. Nigbur of City of Rochester Public Works, work out the final details in the development agreement.

Mr. Allen replied yes; it would be appropriate.

With no one else wishing to be heard, Ms. Wiesner closed the public hearing.

Mr. Burke moved to approve Zoning District Amendment #03-10 by the Williams Family

Partnership, with staff-recommended findings. Ms. Petersson seconded the motion. The motion carried 9-0.

Mr. Burke moved to approve General Development Plan #208 by the Williams Family Partnership, with the staff-recommended findings and conditions. Ms. Peterson seconded the motion.

CONDITIONS:

1. This property shall be platted prior to development. Prior to Final Plat application, the applicant shall execute a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, right-of-way dedication, transportation improvements, access control, pedestrian facilities, extension of utilities, and contributions for public infrastructure including future off-site transportation improvements in proportion to the share of traffic contributed from this development.
2. Stormwater Management must be provided for this property. Any stormwater storage loss must be mitigated.
3. The proposed centerline radius of the 28th St./30th Ave. SE re-alignment shall be revised to accommodate a 250 foot centerline radius. This modification must be incorporated on a future Plat application.
4. Pedestrian facilities are required along the entire frontage of this property abutting a public road.
5. Utilities and infrastructure must be extended to adjacent properties.

Mr. Staver stated that he was uncomfortable with the traffic impact. There is already a degraded level of service at the intersection of 28th Street and Broadway. They could exceed the stacking capacity and the vehicles would be in the lanes of traffic, which would hinder traffic flow.

Ms. Rivas stated that the wetland replacement plan could be amended to another area that is agricultural and non-wooded.

The motion carried 7-2, with Ms. Rivas and Mr. Staver voting nay.

Type III, Phase II Conditional Use Permit #03-12 by Southern Woods Development LLC to allow for the placement of fill in the flood prone district. The proposal is to grade and place fill within the flood prone district. The applicant is also requesting approval of a Substantial Land Alteration to permit site grading that will modify grades by more than 10 feet on portions of the property. The property is located south of 48th Street SW, west of TH 63 and east of 11th Avenue SW.

Mr. Svenby stated that the applicant requested that the item be continued to June 11, 2003.

Mr. Burke moved to continue Conditional Use Permit #03-12 by Southern Woods Development LLC, to the June 11, 2003 meeting. Ms. Petersson seconded the motion.



Minnesota Department of Transportation

Minnesota Department of Transportation - District 6
Mail Stop 060
2900 48th Street N.W.
Rochester, MN 55901-5848

Office Tel: 507-280-2913
Fax: 507-285-7355
E-mail: dale.maul@dot.state.mn.us

May 27, 2003

Jennifer Garness
Rochester-Olmsted Planning Department
2122 Campus Drive SE – Suite 100
Rochester, MN 55904

Re: Type III, Phase III Conditional Use Permit #03-26 by Williams Family Partnership and Mark & Bernard Leitzen to allow for the placement of fill in the floodprone area and excavation in the floodway. The property is located east of the Shopko and Menards south stores and 28th St. SE, and is north of US Highway 52.

Revised General Development Plan #208 by the Williams Family Partnership, to be known as Williams Industrial Park.

Dear Ms. Garness:

The Conditional Use Permit #03-26 by Williams Family Partnership and Mark & Bernard Leitzen is acceptable with the Minnesota Department of Transportation (Mn/DOT) providing all excavations, drainage and ponding is maintained within the property and not in Mn/DOT's right-of-way.

The General Development Plan #208 by the Williams Family Partnership to be known as Williams Industrial Park is also acceptable with Mn/DOT.

Please contact Fred Sandal, Principal Planner, at (507) 285-7369 or Debbie Persoon-Bement, Plan and Plat Coordinator, at (507) 281-7777 with any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading 'Dale E. Maul'.

Dale E. Maul
Planning Director

